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"Marx, Leader and Guide," is an attempt to disseminate the knowledge of the life and character of Marx, in the hope of preventing an absolutistic interpretation of his theories. As biographer of that great historical figure, Mr. Spargo is eminently fitted to perform this service. The second, "Anti-Intellectualism in the Socialist Movement: a Historical Survey," was written in the heat of the movement in America. The writer, having expressed his opposition to this unfortunate attitude, reviews the movement, particularly as it was directed against Marx and Engels. The application in America needs no comment. The third and most important part, "The Influence of Marx on Contemporary Socialism," is a final appeal for an opportunistic interpretation of Marx's theories. It rejects the uncompromisingly materialistic interpretation of history and the "incorrect" and "out-of-date" economic theories. It is opposed to unrevised theories and dogmas. Of the two kinds of Marxism—theoretical dogma and practical expedients—socialists need to return to the latter. In short, Marx should be interpreted as an opportunist of first rank, the originator of that party which today seems to be accomplishing most in "revolutionary evolution."

While the book is valuable for students of socialistic theory and practice, yet it is addressed especially to socialists, in that, as we have seen, it deals mainly with problems arising within the party itself. It is written in Mr. Spargo's characteristically interesting, forceful, and convincing style.

American Railway Problems. By CARL S. VROOMAN. Oxford University Press: Henry Frowde, 1910. 8vo, pp. vii+376. \$2.00.

In the light of European experience with private and state railways, Mr. Vrooman discusses a number of American railway problems. His book really takes the form of a scathing diatribe against American railway methods, and while the author says "the railways of the country today are being operated under a suspended sentence of nationalization," his whole argument is to show that nothing short of government operation can be a satisfactory solution of the railway problem. Mr. Vrooman explains that the object of his book is not the hastening of railway nationalization, but rather the hastening of preparatory measures, which must serve as the basis for the future transfer.

The comparison between European private and state-owned railways, in spite of the many buttresses by which the author supports his contentions, is by no means conclusive. The comparison of the financial showings of the two systems is weak, no allowance being made for taxes paid by the private roads, or for elasticity of the traffic under different rates.

As many of our western border towns found the only way of preserving order was to elect as town-marshal their most notorious and feared "bad man," on the same principle Mr. Vrooman thinks the government should nationalize its railways and place them in charge of the best railway organizers and managers in the country—the modern "bad men." The numerous quotations in some measure atone for the otherwise mediocre character of the book.

Scientific Management. By LOUIS D. BRANDEIS. New York: The Engineering Magazine, 1911. 8vo, pp. x+92.

The recent railroad-rate case has brought to the attention of the railroads and the public a feature of railroad operation hitherto largely neglected. Indeed, scientific